

THE MOOSA EBRAHIM CASE.

EXAMINATION OF S. M. E. ALLANA.

The hearing was continued before Mr. E. R. Hallifax at the Magistrate's yesterday afternoon of the case in which Moosa Ebrahim was charged with a number of offences against the Bankruptcy Ordinance.

Mr. F. B. L. Bowley, Crown Solicitor, appeared for the prosecution, while the defendant was represented by Mr. C. E. H. Beavis (of Messrs. Wilkinson and Grist).

S. M. E. Allana's examination was continued. He said he went to the office of Messrs. Hastings and Hastings on November 7th, 1907. The 8th was a Mahomedan holiday, and the 9th was kept for the King's birthday. He knew a man named K. Elias, who was an uncle of the defendant. Witness saw this man on November 7th. On November 9th defendant paid witness \$8,000 in bank notes in Allana and Co.'s shop. This was about nine o'clock at night, and defendant's clerk was present. He was now, witness thought, in India. When the defendant gave Allana the money he told him that he might be imprisoned, and if he engaged a lawyer or a barrister, the expenses were to come out of that money.

Did he tell you what to do with the balance?—He told me to put the balance into my shop, and to look after his family.

Proceeding, witness said that after he had received this money he went home with the defendant to take dinner. Defendant's uncle and clerk were then present. After dinner the defendant, his uncle and witness went for a walk, returning to the same house between eleven and twelve midnight. Before going to bed the defendant gave his uncle bank notes for \$15,000. Witness did not see the roll of notes counted, but the defendant said there were \$15,000, and told his uncle to look after his (defendant's) children.

Do you know where the defendant got this money from?—No.

Do you know an Indian called H. Molindia?—Yes, he was employed by the defendant.

What did you do with the \$8,000?—Kept it for some time in a safe. Later I put \$5,000 in current account at the Deutsche Asiatische Bank.

In what name?—My own.

What did you do with the balance of \$5,000?—On November 13th I put it in the Yokohama Specie Bank, in current account, in my own name.

Did you draw cheques on those accounts?—Yes. The first was for \$500, which I paid to the defendant.

Did you draw another cheque for \$500?—Yes, and paid the amount to the defendant.

Did the defendant say anything to you about these two sums of \$500?—He said he must pay them to Messrs. Wilkinson and Grist.

Did you also pay a sterling draft for \$500?—Yes, from the Yokohama Specie Bank, at the defendant's request.

What did you do with that draft?—A week later defendant told me to sell it, and I lost \$200 odd on the transaction.

You know the defendant filed his petition in bankruptcy on 10th January, 1908?—Yes.

And Mr. Kemp has told us that you paid him some money. Can you tell us about that?—On January 24th Mr. Kemp, a bailiff and an usher called at my shop. I was sitting at a table, and the defendant told me that the Official Receiver had a warrant to take that money. I asked him why he did not tell me before, and he said, "If you do not give me the money they will put me in goal." I said I had \$4,800 only in the bank. The rest was in the shop. Defendant told me to tell Mr. Kemp that I'd pay the rest of the money a few days later. I gave the defendant a cheque for \$4,800, which he endorsed and handed over to Mr. Kemp. Subsequently I made other payments to Mr. Kemp.

Do you know Mr. Moxon?—Yes.

Did you see him on January 26th?—Yes, in the National Bank of China.

The defendant in his statement of affairs put down as a creditor, "S. E. Allana and Co., \$3,000." Did your firm owe him that amount?—Yes, about \$4,000.

What for?—Goods delivered, and in respect of this amount the defendant took a promissory note for \$3,000.

Had that promissory note anything to do with the \$8,000 that you received from the defendant?—No.

Did you by this deed (produced) agree to contribute \$3,000 to the debtor's trustee?—Yes.

Why?—The defendant told me if he did not pay so many thousands dollars he could be put in goal. He told me to pay this amount and deduct it from his share in Allana and Co.

Are the two sums of \$3,000, one owing by Allana and Co. and one you promised to contribute, different or the same?—Different.

Have you got the partnership book of S. E. Allana and Co.?—No.

In November, 1908, you transferred the business of Allana and Co. to Marican?—Yes.

How did that come about?—A creditor pressed me to pay. I told the defendant we had no money and asked what he should do. He said as my name had appeared in the newspapers, it would be better to transfer the business to Marican. I asked him on what conditions. He said the transfer to Marican would be purely nominal, and we would hold a half share each as before.

When you transferred to Marican what was the price?—\$12,600, payable in monthly instalments of \$400, which was arranged by defendant.

Did you say anything to defendant?—I told him my book debts were worth over \$9,000, and my goods were worth over \$22,000. My creditors knew this, and I transferred I would be charged for fraud. The defendant told me he had committed a big fraud and did not go to goal, and told me to have no fear.

Mr. Beavis objected. The conversation was not relevant to the case, and was extremely prejudicial to the defendant.

Mr. Bowley—I think it is relevant, but I have no objection to your Worship omitting it. Mr. Bowley (to witness)—Did the defendant persuade you to carry through this transaction?—Yes.

Was anyone else present when you and the defendant were talking over this transaction?—Marican.

Did he take any part in the conversation?—Marican said, "If you do not transfer, the defendant will lose his share and you will lose yours."

And you did sign a deed of transfer to Marican?—Yes.

The hearing was again adjourned.

THE STRANDING OF THE S.S. "TAK HING."

MARINE COURT OF INQUIRY.

A Marine Court was held at the Harbour Office yesterday to inquire into the circumstances connected with the stranding of the river steamer *Tak Hing*, of which Captain W. Bishop was master. The Court was composed of Commander Basil E. H. Taylor, R.N. (Stipendiary Magistrate), President; Lieut. H. Butterworth, R.N., H.M.S. *Tamar*; Captain E. Beetham, master of the s.s. *Empress of India*; Captain G. B. Wiggall, master of the s.s. *Zeus Sang*; and Captain H. W. Walker, master of the s.s. *Kwong Tang*.

Mr. R. A. Harding appeared for the *Sze Yap Steamship Co.*, and Mr. C. D. Wilkinson (of Messrs. Wilkinson and Grist) represented the captain.

The letter of Mr. R. A. Harding, solicitor for the *Sze Yap Steamship Co., Ltd.*, applying for an inquiry, and the Governor's warrant constituting the Court, were read.

The President—First of all, we propose to take the evidence of the master.

Mr. Wilkinson—Not on the happenings on this particular occasion. This is more in the nature of a prosecution.

The President—It is an inquiry and we want to get at the facts of the case. I understand the mate cannot be here to-day, so we shall have to have another sitting. (To Mr. Harding)—I take it the owners were not on board the ship at the time?

Mr. Harding—No.

Mr. Wilkinson—I know nothing at all about the allegations. Allegations of negligence have been made, and it seems to me that my friend should state them.

Mr. Harding said the allegations were that the captain did not take proper precautions to save the ship. The steamer left Hongkong for Kowloon on October 18th at six in the evening, the black typhoon signals being hoisted in the harbour at the time. The *Tak Hing* arrived at Kowloon at four o'clock on the following morning, and anchored between the *Hoi Ming* and *Tai On*. Later in the day the wind gradually grew stronger, and at about 6 p.m. the *Hoi Ming* and *Tai On* left their anchorages and took shelter under the lee of the land on the other side of the river.

The first and second pilots then had a consultation, in consequence of which the first went to the captain and asked whether the ship should not be removed to a safer anchorage. The captain said "No," and the typhoon came on strongly at 9.30. At that time, although there were three anchors on board, only one was down. The vessel drifted from 9.30 till 12 o'clock, when she got ashore, and it was only when she touched bottom that a second anchor was lowered, and that was taken up fifteen minutes after it was put down. The Steamship Co. had since applied for the captain's log book, but had not received it.

Mr. Wilkinson handed in the log book. The chief Chinese pilot on the *S.S. Tak Hing* spoke to the state of the weather when the *Hoi Ming* and *Tai On* left for shelter, and as to his subsequent interview with the captain, when the latter said he did not wish to remove the steamer. Between nine o'clock and midnight the steamer was drifting until she got near the shore. There was then only one anchor down, but a second was put down at 12.20 a.m., when the vessel was ashore. This, however, proved of no use and it was raised again.

Examined by Mr. Wilkinson, witness said he entered the employ of the *Sze Yap Co.* about three years ago. Formerly he was a quartermaster.

Are you a qualified pilot?—Yes.

Have you got a certificate?—No.

The President said he did not think pilots for the West River were licensed.

What are your hours of duty?—As long as the steamer is running.

And when it stops your duties cease?—That is so.

Were the duties of the other pilot also finished when the ship anchored?—Yes.

Proceeding, witness said the *Hoi Ming* and *Tai On* left for shelter about 5.30 p.m., and the *Tak Hing* shifted berth at 5 p.m. The weather was very bad after that, and witness remained below until he got ashore. He could not say anything more than what the second pilot told him. The anchors on the steamer were old ones. The starboard anchor was used on the occasion in question, the port one being rather small.

In reply to the President, witness said the engines were not working at nine o'clock when the ship began to drag, although steam was up. When the second pilot shifted the ship the master was on the bridge. The *Tai On* and *Hoi Ming*, which crossed to the other side of the river, were in a more sheltered position than the *Tak Hing*.

The second pilot of the *Tak Hing* said he was on the second deck of the steamer when the typhoon began to blow, and there was only one anchor down. At about midnight the vessel went ashore.

Cross-examined by Mr. Wilkinson: What was the object of letting a second anchor go after the ship had gone ashore?—I don't know. That is the business of the master.

Who let it go?—The boatswain.

Did you see any passengers taken on board the *Tai On* or *Hoi Ming*?—No.

Neither of these ships was around?—The *Tai On* was.

And isn't it a fact that she was driven ashore by this typhoon?—I don't know.

By the President—Before the *Tak Hing* began to drag, was she shifted from where she originally anchored?—Yes, she was shifted about 100 feet to the north-west.

Where were you when the ship was being shifted?—On the bridge.

Who gave the orders?—The master.

How was the starboard anchor weighed next morning?—By a sump.

By Lieut. Butterworth—How do you know the ship began to drag shortly after nine o'clock?—Because I was on the steamer and felt her dragging.

Did you take any steps to inform the master or the mate?—I told the first pilot to see the captain about it.

By the President—Was the lead over the side?—Yes, over the starboard side.

Were the engines working after the ship shifted berth until she went ashore?—Yes.

When?—They started about midnight. About the time you went ashore?—Yes.

Were they going ahead or astern?—Ahead. What side of the ship struck the shore first?—The port stern.

The boatswain was the next witness called. He said that as boatswain, he put down the anchor by order of the captain. The typhoon began to blow after 3 o'clock, and continued in force till after 9 o'clock; the ship still having one anchor down. The ship was pitching and rolling badly before she went ashore. The engines were not working between 9 o'clock and the time the ship went ashore.

Cross-examined by Mr. Wilkinson: Are you still in the employ of the Company?—Yes, and I left my present ship on Saturday to come here.

Where were you when the storm was blowing at 9 o'clock?—I was in the bows of the ship standing by the anchors.

Did you remain in the bows after the ship went ashore?—I was in the bows till the Chief Officer told me to raise the port anchor.

How did the ship go on shore?—On the port side.

Captain Bishop, master of the *Tak Hing*, stated that at 3.45 on the afternoon of the 19th the steamer arrived at her usual berth at Kowloon. There was a fresh strong breeze from the N.N.W. which afterwards changed to the north. At 6.15 the vessel was shifted from her berth to the eastern shore. The *Hoi Ming* had shifted earlier, and the *Tai On* later. The vessel held on with her starboard anchor until 11.45 p.m., when witness let go the port anchor. There were then no indications of the ship having dragged. The port anchor was let go to steady the steamer, as she was nearly on her beam ends. The *Tak Hing* took the ground at 12.45 a.m., just after the hardest squall. The vessel seemed to be lifted up and pitched on to the bank. The steamer was not hard and fast ashore before 8 a.m. The port anchor, which was weighed at 2 a.m., was of no use, as the flukes were worn away and it would not hold.

By Mr. Wilkinson—The mate was the only person with witness, except the second pilot, who got a cast of the lead after shifting his berth, after which he disappeared. Neither of the pilots spoke to witness, but he found a Chinese in the wheel room, apparently asleep, and kicked him out. The vessel's windlass was of no use, as it would not leave in the port chain. Witness did not consider he could have done anything more than he did, as the ship was unmanageable in a heavy breeze.

By Mr. Harding—He verbally gave a full explanation of the circumstances of the grounding of the ship, but he did not answer the letter which I presented him by the owners, because he knew that proceedings were about to be taken against him. Neither did he send the owners the log book. The typhoon did not begin to blow really hard before 11 o'clock. Witness did not let go the second anchor earlier because the ship was not dragging. It was let go to prevent the vessel yawing to and fro.

How did you get the port anchor up?—Heaved it up with the windlass.

Lieut. Butterworth then questioned the witness:

What speed can the *Tak Hing* steam?—In smooth water about nine knots.

In shifting berth you wouldn't have your full way?—No, about three or four knots.

How long have you been on the West River now?—I joined this steamer on September 19th this year. Previously I was about 19 days mate of the *Shan Lee*.

By Captain Beetham: The other ships saw you when you moved off?—Yes.

Mr. Wilkinson—I have seen both the captains of the other ships, and they will give evidence that the witness did move.

The President—We will call one or other, if not both of them.

The inquiry was adjourned until Friday morning.

LATEST STEAMER MOVEMENTS.

The H.A. Line steamer *Sitka* left Shanghai on the 24th inst. a.m., and may be expected here on or about the 27th inst.

The Glen Line steamer *Glenhurst* left Singapore on the 24th inst. a.m., and is due here on or about the 30th inst. a.m.

The I.G.M. steamer *Prinzess Alice*, which left here on the 17th inst. at noon, has arrived at Singapore on the 25th inst. at 10 a.m.

The Bank Line steamer *Kumero* left Shanghai on the 24th inst. for Vancouver and Tacoma via Japan.

CANTON.

(FROM OUR OWN CORRESPONDENT.)

November 23rd.

RETRENCHMENT.

Some time ago I reported that the Viceroy, acting on orders received from the Capital, was making great efforts to run the Provincial Government on a more economical basis.

Among other reforms he ordered his immediate subordinates to limit the number of those serving on their staffs, and this has in many cases been done. The Kwongchow Brigadier General has been able to send in a report showing that reduction of staff in his department has effected a saving of 1,580 taels per month.

By orders from the Capital the Kwongchow Brigadier has discharged many soldiers from his various regiments. There has been no trouble over the matter, and Captain Lo was ordered to see that the men reached their native places in safety. Shifts such as these show what a tight position the Chinese Government is in financially, and make one suspect that there is a difficulty in providing for the running expenses of the Administration.

BOUNDARY QUESTION.

The Society for the Protection of Boundary Rights has been again active. A few days ago a meeting was held to consider what steps should be taken in the following case. It was reported to the Society that a Portuguese river cruiser had anchored in front of the Nam Ping village for three whole days and still showed no signs of going away. The Society resolved to send a message to the Viceroy asking him to request the Portuguese authorities to remove the vessel without delay, as the boundary dispute being unsettled the people are in a very excited state. It was further resolved that should the Portuguese refuse to take the vessel away the much talked of militia force be immediately raised to protect the locality. Another meeting of the Society is to be held on the 25th inst.

BIRTHDAY OF THE LATE EMPRESS DOWAGER. Yesterday was the anniversary of the birth of the late Empress Dowager, and in accordance with custom, being the first birthday after her death, the occasion was taken to sacrifice to her name in the chief temples in the City. There was a service in the Ming Lun Tong, which is the largest assembly hall here, and it was largely attended. There was no issue of the vernacular Press.

OPTUM.

The Tartar General, Tsang, is a terror to opium smokers, and he has done excellent work in endeavouring to restrict the use of this drug. Till lately he has been taken up with purging the Manchurian Settlement from drug takers, but he has now turned his attention to the army. At a recent inspection he found that 586 smokers were found in the forces under his command, and it is highly probable that a still larger number escaped his vigilance. Regarding the state of affairs as very bad, the General has applied to the Viceroy to start an opium bureau on his own account in which he can deal with smokers found in the ranks. There is no money, however, available for such an institution, and he is not likely to get the two thousand taels for its start for which he has asked the Viceroy.

EDUCATIONAL MATTERS.

It has come to the ears of the Minister of Education that Middle and Normal Schools have not yet been established in all the prefectures of the province. He has ordered the Viceroy to take such steps as are necessary to open Middle Schools in every prefecture before the expiration of another year, but he states that one Normal School may be sufficient for the needs of two or three prefectures. The Viceroy has notified the Educational Commissioner of these messages.

A COWARDLY GROW.

Yet another story illustrating the weakness of the force, with which this district is supposed to be protected. A man of the Pan Yin district hired a plot of land at a place called Shek Moon to grow rice. He took his wife and two children (sons) in a boat to reap the grain. During the evening the little family was attacked by an armed gang who endeavoured to kidnap the boys. The parents made a brave resistance, but the two boys were captured. The youngest one was severely wounded, but the bandits for all that dragged him along. Soon after he died, and they threw his body on the roadside. Now while all this trouble was going on they were within halting distance of a guard-post. During the fight the parents shouted for assistance, but none came. After the robbers had gone the father brought the guards to him, but they would not listen to him. He then begged the loan of a gun to pursue them himself, but they took no heed of him. During the fight both father and mother recognised one of their assailants as a man who worked in a gambling house. The father reported the case to the district magistrate and the man was arrested. The father and mother insisted that the man was one of the gang and offered to undergo punishment if their words were proved false. The arrested man was detained, but later on he was bailed out by the proprietor of the gambling house for whom he worked.

DEFENDING THE LAW.

It is well known efforts are being made to restrict gambling in the city. Some weeks ago, for a breach of the regulations, a gambling house was confiscated to the Government, who, however, allowed the owner of the place to redeem it on the express condition that it should no longer be used as a gambling house. The owner almost immediately re-let the house to a man who at once opened a gambling concern. The Kai-fong, becoming displeased at this defiance of the law, sent in a petition to the Nam Hoi Magistrate. That officer at once sent men to seize the house. It was closed and the door stamped with the official seal. It is likely that both proprietor and tenant will be severely dealt with.

PARIS LETTER.

(WRITTEN SPECIALLY FOR THE "HONGKONG DAILY PRESS.")

Paris, October 22nd.

THE FRENCH RIOTS.

Last week's French riots in this capital, in which a number of people were killed and more or less seriously wounded, has opened the eyes of the Government and convinced it that it must tighten the screw on anarchists, hooligans, and other revolutionists who are anything but exterminated, as we have seen. M. Jaurès and the editorial staff of *L'Humanité* are held responsible for the grave disorders that ensued, for the attempted onslaught on the Spanish Embassy, and the burning of omnibuses and other work of destruction. The fiery demonstration afforded anarchists and others an occasion for coming out in their true colours. Had the revolutionists kept also aloof, no doubt the *Humanité* demonstration would have been confined to threats and hissing; unfortunately other disturbers of the peace swelled the ranks and brought about most disastrous results for France. It is bad enough for Frenchmen to lose their heads when anything seriously wrong occurs in their own country, but to take so leading a part in an agitation which in no way concerned them reflects no credit on them. The execution of Faurer at best only interested his admirers and followers, and the latter could well have shown their sympathy in a less tragic manner. If excitement has somewhat abated in Paris owing to the attitude of the Government, provincials are being roused from their slumbers and called upon to fraternise with Parisians and lend a helping hand in violently protesting against the shooting of Faurer. There was more in the last Paris riots than many at first imagined. It is plain that the object of the rioters was to try their luck at a well-planned revolution; an attempt was made to sack the Comptoir d'Escompte, omnibuses were overturned and burned, the discharging of revolvers was freely indulged in with fatal results, the blinding of soldiers and police by throwing pepper in their eyes, the stabbing of cavalry and police horses, all these are significant signs that at the earliest possible moment revolutionists are once more bent upon the destruction of this beautiful capital. Attempts, too, were made to set fire to houses, gas mains, and commit other wilful damage. All this only confirms the fact that the Third Republic is threatened and that its safety entirely relies upon ever remaining on the qui vive. From the provinces comes the report that the Mayor of Cherbourg has sent back to the Spanish Embassy the crest of the Order of Isabella the Catholic, which he recently received from King Alfonso. Various attempts have been made at Toulon and other places to pillage the Cathedral and other places of worship. Serious affrays have occurred at Lyons between the police, soldiers, and Apaches, who appear to be running wild all over the country and doing their level best to organise a general revolution. All trouble is not considered over as yet by a long way, the fire is still smouldering in numerous places. Fortunately for the safety of the country, the Government well know where the weak points are to be found, and is taking every precaution to avert further bloodshed by strengthening such places as are likely to give way to the rioters. Madame de Thobas, France's lady prophet, stated the year would not end, before some grave disaster for France took place. Is this the beginning of the trouble?

To all appearances we are entering upon one of those periods of general unrest which are so familiar in history. One thing which seems to alarm peaceful Frenchmen more than anything else is how closely the existing symptoms resemble those which appeared in 1848. If we look round, it must be admitted that almost every country in Europe seems more or less infected with the spirit of rebellion. In France, in particular, the soil has been in a suitable condition for a general upheaval, hence the growing belief that further and possibly more serious troubles are in store for us, and are only but a matter of time. It is only to be hoped that when the critical moment comes the French Army and Navy will not be found wanting. Discontent exists practically everywhere, in every industry, in the services, in France. The Government never knows from one day to another, eye, from one hour to another, when it is likely to meet with its downfall; there are endless currents and under-currents, volcanoes which for years have been getting ready to overflow themselves and burst. No one likes to think about these disquieting signs, yet it is not wise to ignore their existence, nor their probable destructive effect.

TO THOSE DESIRING TO BE CENTENARIANS. Those wishing to become centenarians are recommended to come to Paris and end their days. The atmosphere of Paris is tolerably healthy and conducive to longevity. Recent statistics, in fact, show that there are actually half a dozen centenarians in Paris, in addition to 17 men and 78 women on the threshold of 100; 542 other persons are reported to have passed 95, while there are no less than 10,000 Parisians of more than 90 years of age. No wonder all good Americans come to Paris to die.

AVIATION.

If the Comte de Lambert, who was Wilbur Wright's first pupil, taught any of the United States has since given an excellent account of his flying powers. His latest achievement, which consisted in the circling of the Eiffel Tower at a height of 600 metres, is the talk of Paris, and no wonder, for it is the first time in the history of aeroplaning that any aviator has succeeded in making a regular flight above the French capital. The journey from Juvisy to Paris round the Tower and back was accomplished in magnificent style, and showed that

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Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents.

Hongkong, 24th November, 1909. [3]

INTIMATIONS

BANK HOLIDAY.

IN consequence of Government Notification No. 709 of 5th November, appointing the 25th day a PUBLIC HOLIDAY as the day on which His Majesty's BIRTHDAY is to be celebrated, all MARINE INSURANCE OFFICES will be CLOSED for the Transaction of Public Business on that day.

Hongkong, 25th November, 1909. [1437]

MARINE INSURANCE ASSOCIATION OF HONGKONG.

PUBLIC HOLIDAY.

IN consequence of Government Notification No. 709 of 5th November, appointing the 25th day a PUBLIC HOLIDAY as the day on which His Majesty's BIRTHDAY is to be celebrated, all FIRE INSURANCE OFFICES will be CLOSED for the Transaction of Public Business on that day.

By Order,

A. R. LOWE,

Secretary.

Hongkong, 24th November, 1909. [1445]

FIRE INSURANCE ASSOCIATION OF HONGKONG.

PUBLIC HOLIDAY.

IN consequence of Government Notification No. 709 of 5th November, appointing the 25th day a PUBLIC HOLIDAY as the day on which His Majesty's BIRTHDAY is to be celebrated, all FIRE INSURANCE OFFICES will be CLOSED for the Transaction of Public Business on that day.

By Order,

A. R. LOWE,

Secretary.

Hongkong, 24th November, 1909. [1444]

NOTICE.

IN THE MATTER of the Estate of EDWARD FRANCIS REGINALD POLE, deceased. All Claims against the above Estate should be sent in to the Undersigned before December 7, 1909, at H.B.M. CONSULATE-GENERAL at Canton.

LANCELOT GILES,

Official Administrator.

Canton, 22nd November, 1909. [1446]

HONGKONG ST. ANDREW'S SOCIETY.

INTENDING applicants for Membership to St. Andrew's Society are invited to forward their Names to the Undersigned for Submission to the General Committee. The entrance fee is \$5, and the Annual Subscription \$200. Any respectable Scotsman is eligible for Membership.

DAVID WOOD,

Hon. Secretary.

Hongkong, 7th September, 1909. [1174]

FOR SALE.

GERMAN Steamship

"FIUME,"

1346/838 tons reg.

as she now lies in the Port of CMBU in Damaged Condition.

For Particulars apply to

SANDER, WIELER & Co.,

Princes Building.

Hongkong, 23rd November, 1909. [1438]

FOR SALE.

DERRINGTON, Peak Road No. 8.

For Particulars apply to

C. SCHROTER,

King's Buildings, Ithra.

Hongkong, 1st September, 1909. [1140]

FOR SALE.

A Quantity of NETTING for Tennis Courts, etc.

TABLE BILLIARD SETS, SLATE BEDS, from \$40.00.

CHINA EXPRESS CO.,

3, Duddell Street. [50]

AUCTIONS

E. 200 E.

PUBLIC AUCTION.

THE Undersigned have received instructions from THE REGISTRAR, SUPREME COURT, to Sell by Public Auction,

TO-MORROW (FRIDAY),

the 26th November, 1909, at Noon,

THE GOODS AND CHATELAINS

of G. BERTOLONE of Chatter Road,

Comprising—

A Quantity of CONNECTIONERY, GLASS SHOW CASES, MARBLE-TOP TABLES, CHAIRS, GLASS and E.P. WARE, ELECTRIC FANS, &c., &c.

Terms:—As Usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 24th November, 1909. [1447]

(BY ORDER OF THE MORTGAGEE) PARTICULARS & CONDITIONS OF SALE OF

VALUABLE

LEASEHOLD PROPERTY

TO BE SOLD BY

PUBLIC AUCTION,

TO-MORROW (FRIDAY),

the 26th day of November, 1909, at 12 o'clock

Noon, at his SALES ROOM,

Mr. GEO. P. LAMBERT, Auctioneer.

BEING all that Piece or Parcel of ground situated in the Colony of Hongkong, known and registered in the Land Office as INLAND LOT No. 1505, together with the message or tenement thereon known as Nos. 2 and 4 Kumyee Road. The said premises are held for the residue of the term of 75 years created therein by the Crown Lease thereof subject to the payment of the Annual Crown Rent and to the performance of the covenants therein reserved and contained.

For further particulars, apply to

Messrs. D'ALMADA & SMITH,

Solicitors for the Vendor.

or to

Mr. GEO. P. LAMBERT,

Auctioneer.

Hongkong, 18th November, 1909. [1427]

BY ORDER OF THE MORTGAGEE.

PUBLIC AUCTION.

MR. GEO. P. LAMBERT has received instructions to Sell by Public Auction,

On THURSDAY,

the 2nd day of December, 1909, at 3 o'clock

in the afternoon, at his SALES ROOMS, in

Duddell Street, Victoria, Hongkong,

The Following

VERY VALUABLE LEASEHOLD AND

RECLAMATION PROPERTIES,

IN COVE LOTS.

The Properties consist of—

LOT 1.—All that Piece or Parcel of ground

situated at Victoria in the Colony of Hongkong,

known and registered in the Land Office as

SECTION B of MARINE LOT No. 34

together with the message erections and buildings

thereon known as No. 80, Bonham Strand,

area 1,699 square feet, Term 999 years. Annual

Crown Rent, \$30.19.

LOT 2.—All that Piece or Parcel of ground

situated at Victoria aforesaid and known and

registered in the Land Office as SUB-SECTION

4 of SECTION B of MARINE LOT No. 6

together with the message erections and buildings

thereon known as No. 6, Bonham Strand,

Term 992 years. Annual Crown Rent, \$6.00.

LOT 3.—All that Piece or Parcel of ground

situated in the Dependency of Kowloon and

Colony of Hongkong and known and registered

in the Land Office as SUB-SECTION 3 of

SECTION A of KOWLOON INLAND

LOT No. 713, together with the message

erections and buildings thereon known as No.

384, Shanghai Street, Area 1,082 square feet,

Term 75 years. Annual Crown Rent, \$25.00.

LOT 4.—All that Piece or Parcel of ground

situated at Victoria aforesaid and known and

registered in the Land Office as SECTION D

of PRAYA RECLAMATION TO THE

REMAINING PORTION OF MARINE

LOT No. 37A (held under and upon the terms

and conditions of two several Agreements

relating to the Reclamation in front of Marine

Lot No. 37A Bonaisham Portion dated respec-

tively the 5th October, 1889, and the 9th June,

1899, and respectively made between Bruce

Shepherd Acting for and on behalf of the then

Governor of Hongkong of the one part and

Tsun Tak Tong of the other part and between

the said Tsun Tak Tong of the one part and His

Excellency SIR HENRY ARTHUR BLAKE,

G.C.M.G., Governor and Commander-in-Chief

of the said Colony of Hongkong and its

Dependencies and Vice-Admiral of the same

of the other part: by the first of which

Agreements the Governor agreed to grant

to the said Tsun Tak Tong his execu-

tory administrators and assigns a Crown Lease

of the said premises for the term of 999 years

upon the terms and subject to the conditions in

the said Agreement mentioned, and by the second

of which Agreements in consideration of the

Governor letting the said Tsun Tak Tong into

possession of the said premises the said Tsun

Tak Tong agreed (inter alia) to pay to the

Governor the Annual Crown Rent of \$70.00,

together with the message erections and build-

ings thereon known as No. 52, Connaught Road

West and No. 1, Des Voeux Road West, Area

793 square feet. Proportion of Annual Crown

Rent, \$15.50.

For further particulars and conditions of sale

apply to

Messrs. JOHNSON, STOKES & MASTER,

Solicitors for the Vendor,

or to

Mr. GEO. P. LAMBERT,

The Auctioneer.

Hongkong, 15th November, 1909. [1419]

ASAHI

BEER

SAPPORO

BEER

TO BE OBTAINED

FROM ALL WINE-DEALERS.

SOLE AGENTS:

DAI NIPPON KAISHA.

MITSUI BUSSAN KAISHA.

[1128]

ENTERTAINMENTS

IMMENSE SUCCESS

THEATRE ROYAL.

TO-NIGHT

(THURSDAY) Nov. 25.

The World famed Comedy

DAVID GARRICK.

From the Criterion Theatre, London.

LAST WEEK

OF THE

No. 1

BANDMANN

COMEDY CO.

FRIDAY, 26TH NOVEMBER.

Sir Charles Barnard's ("Punch" Fame)

Famous Farical Comedy

LADY OF OSTEND.

SATURDAY, 27TH NOVEMBER.

Mr. Chas. Hawtry's Phenomenal Success

JACK STRAW.

By Somerset Maugham.

MONDAY, 29TH NOVEMBER.

The Great English and American Success

THE WALLS OF

JERICHO.

From the Garrick Theatre, London.

PRICES: \$3, \$2 & \$1.

Book Seats at MOUTRIE & Co.

Doors Open 8 P.M. Commence 9 P.M.

Late Tram to the Peak after Performances.

[1440]

LAST FEW NIGHTS!

LAST FEW NIGHTS!

THE

HIPPODROME

CIRCUS

AND

MENAGERIE.

ENORMOUS SUCCESS OF

THE CARPIS BROS.

IN THE

"CHINESE LAUNDRY."

MISS VERGENIA

AND

THE BELLES.

EVERY EVENING AT 9 P.M.

AT CAUSEWAY BAY.

LAST MATINEE:

SATURDAY, AT 4 P.M.

Plan at ROBINSON PIANO Co., Ltd.

K. BYSACK, Proprietor and Manager,

1425, 23, CARLTON HOTEL.

[1425]

ST. PETER'S

CHURCH.

WEST POINT.

ORGAN RECITAL.

TO-MORROW (FRIDAY), November 26th,

1909, at 5.30 P.M.

BY

MR. GEO. GRIMBLE.

Vocalists: MRS. A. G. GORDON,

MR. G. P. LAMBERT,

MR. W. S. HONE.

Collection in Aid of the Organ Fund.

[1399]

THE TRADE MARKS ORDINANCE,

1898.

APPLICATION FOR REGISTRATION OF

TRADE MARK.

NOTICE IS HEREBY GIVEN that

WILLIAM HOLLINS & CO., LTD.,

of 25-26, Newgate Street, London, Eng.,

Spinners and Manufacturers, have on the 19th

day of October, 1909, applied for the registration

in Hongkong in the Register of Trade Marks

of the following "TRADE MARK"—

in the name of WILLIAM HOLLINS & CO., LTD.,

who claim to be the Proprietors thereof.

The Trade Mark has been used by the Ap-

plicants in respect of "CLOTHS and STUFFS

of wool, worsted or hair," in Class 34.

The Trade Mark has been in use by the

Applicants and their predecessors in business

since the year 1907.

Dated this 25th day of October, 1909.

WILLIAM HOLLINS & CO., LTD.,

by

CLAUDE HOLLINS,

Director.

[1343]

SIEN TING

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	HIMALAYA	About 25th Nov.	Freight and Passage.
LONDON VIA USUAL PORTS	ASSAYE	Noon, 27th Nov.	See Special Advertisement.
LONDON and ANTWERP VIA SINGAPORE, PEN. ANG. COLOMBO, PORT SAID and MARSEILLES	NAMUR	About 1st Dec.	Freight and Passage.
SHANGHAI, MOJI, KOBÉ and YOKOHAMA	SICILIA	About 4th Dec.	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 24th November, 1909.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI	"CHINHUA"	On 25th Nov., 4 P.M.
NINGPO and SHANGHAI	"PAOTING"	On 27th Nov., 4 P.M.
SHANGHAI	"CHENAN"	On 28th Nov., 4 P.M.
MANILA	"TAMING"	On 30th Nov., 3 P.M.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	"TAIYUAN"	On 30th Nov., 4 P.M.
TENNESSEE	"KUEICHOW"	On 30th Nov., 4 P.M.
SHANGHAI	"ANHUI"	On 2nd Dec., 4 P.M.
SHANGHAI	"LINAN"	On 5th Dec., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUL".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and North China Ports.

N.B.—Passengers must embark before Mid-night on SATURDAY for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 O'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Wusung.

FARE, INCLUDING WINES, \$45 SINGLE and \$80 RETURN. TELEPHONE 36.
For Freight or Passage apply to—
HONGKONG, 24th November, 1909.

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG & VLADIVOSTOK.

SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
SHANGHAI, YOKOHAMA and KOBÉ	"NIPPON"	On 2nd December.
TAKAO, SHANGHAI, YOKOHAMA and KOBÉ	"SIAM"	On 23rd December.
COPENHAGEN, GOTHENBURG and BALTIC PORTS	"CANTON"	About end of Dec.
MARSEILLES, HAVRE, COPENHAGEN and BALTIC PORTS	"SIAM"	End of January, 1910.

For Further Particulars apply to

MELOHERS & CO.,
AGENTS.

Hongkong, 24th November, 1909.

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST and MOST LUXURIOUS STEAMERS ON THE COAST HAVING SLENDOR ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT and FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING.
"HAICHING"	SWATOW, AMOY and POOCHOW.	FRIDAY, 26th Nov., at 10 A.M.
"HAIYAN"	SWATOW, AMOY and POOCHOW.	TUESDAY, 30th Nov., at 10 A.M.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 24th November, 1909.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL.
BANDAKAN	"MAUSANG"	Friday, 26th Nov., Noon.
SHANGHAI VIA SWATOW	"KONGSANG"	Friday, 26th Nov., Noon.
MANILA	"KONGSANG"	Friday, 26th Nov., 4 P.M.
SHANGHAI, YOKOHAMA, KOBÉ and MOJI	"NAMSANG"	Monday, 29th Nov., 3 P.M.
SHANGHAI	"CHOYSANG"	Wed., 1st Dec., 4 P.M.
SINGAPORE	"AMARA"	Wed., 3rd Dec., 4 P.M.
MANILA	"YUENSANG"	Friday, 7th Dec., 3 P.M.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried. Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Kuantan, Lahad, Datu, Simporna, Tawau, Umkan, Jesselton and Labuan.

Telephone No. 61.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.,
HONGKONG, 25th November, 1909.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE.
RUBI	2140	E. W. Almond	Manila	On 27th Nov., Noon.
ZAFIRO	2540	E. Redger	Manila	On 4th Dec., Noon.

For Freight or Passage apply to

HONGKONG, 15th November, 1909.

SHEWAN, TOMES & Co.,
General Managers.

HAMBURG-AMERIKA LINIE

HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports. Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

HOMEWARD.

OUTWARD.	FOR HAVRE & HAMBURG:
For SHANGHAI, KOBÉ & YOKOHAMA:	S.S. SILVIA ... 28th Nov.
S.S. SITHONIA ... 1st Dec.	For HAMBURG & ANTWERP:
S.S. SCANDIA ... 10th Dec.	S.S. BRISGAVIA ... 6th Dec.
S.S. BRASILLA ... 18th Dec.	For HAVRE, ROTTERDAM & HAMBURG:
S.S. SEGOVIA ... 28th Dec.	S.S. SILEBIA ... 13th Dec.
	For ROTTERDAM & HAMBURG:
	S.S. ARABIA ... 24th Dec.
	For HAVRE & HAMBURG:
	S.S. SENEGAMBIA ... 1st Jan.
	For MARSEILLES & HAMBURG:
	S.S. SUEVIA ... 5th Jan.

Further Particulars, apply to—

HONGKONG, 24th November, 1909.

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, etc., via MOJI, KOBÉ, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).

S.S. MANSHU MARU ... 5000 tons gross ... Sail Dec. 10th, at Noon.

S.S. AMERICA MARU ... 5000 ... Febr. 5th, 1910, at Noon.

For particulars apply to

K. MATSUDA, Manager,
TOYO KISEN KAISHA, King's Building.

Hongkong, 5th November, 1909.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATION.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	SADO MARU Capt. G. C. Hurry	6,500	WED., DAY, 8th Dec., at Daylight.
	HIRANO MARU Capt. H. Fraser	9,000	WED., DAY, 22nd Dec., at Daylight.
	TANGO MARU Capt. S. Ishikawa	8,000	WED., DAY, 5th Jan., at Daylight.
VICTORIA, B.C. and SEATTLE, via SHANGHAI, MOJI, KOBÉ, YOKOHAMA and YOKOHAMA	SHENANO MARU Capt. K. Kawara	6,500	TUESDAY, 7th Dec., at Noon.
	AKI MARU Capt. K. Sato	7,000	TUESDAY, 4th Jan., at Noon.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU Capt. M. Yagi	6,000	FRIDAY, 26th Nov., at Noon.
	KUMANO MARU Capt. M. Winkler	6,000	FRIDAY, 24th Dec., at Noon.
SHANGHAI, YOKI and KOBÉ	TAKASAKI MARU Capt. A. Mecker	5,000	THURSDAY, 25th Nov., at Noon.
BOMBAY via SINGAPORE and COLOMBO	MOYORI MARU Capt. J. G. Richards	4,000	THURSDAY, 2nd Dec., at Noon.
KOBÉ and YOKOHAMA	AWA MARU Capt. A. Keith	6,500	SATURDAY, 11th Dec., at Daylight.
NAGASAKI, KOBÉ and YOKOHAMA	MISHIMA MARU Capt. A. E. Moses	9,000	SATURDAY, 18th Dec., at Daylight.
NAGASAKI, KOBÉ and YOKOHAMA	YAWATA MARU Capt. T. Sekine	5,000	WED., DAY, 22nd Dec., at Noon.

Fitted with New System of Wireless Telegraphy.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail. From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days. For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO,
MANAGER.

Hongkong, 24th November, 1909.

THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

CHIEF OFFICE: LUDGATE CIRCUS, LONDON, E.C.

TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD. BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED. FOREIGN MONIES exchanged.

OFFICIAL AGENTS FOR THE OBERAMMERGAU PASSION PLAYS OF 1910.

Head Office for the Far East—

16, DES VUEX ROAD,
HONGKONG.

Japan Office—

14, WATER STREET,
YOKOHAMA.

PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON 1910.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due LONDON (1 day later)
Steamer, Tons	Leave HONGKONG	Steamer, Tons	SATURDAY	FRIDAY
ARCADIA 7000	February 5	MANTUA 11000	March 5	March 11
ASSAYE 7500	February 19	CHINA 8000	March 19	March 25
DELTA 8000	March 5	MAEWA 11000	April 2	April 8
MACEDONIA 10500	March 19	(Through Steamer calling at Bombay)	April 16	April 22
DEVANHA 8000	April 2	MONGOLIA 10500	April 30	May 6
ASSAYE 8000	April 16	MARMORA 10500	May 14	May 20
DELTA 7500	April 30	MOREA 11000	May 28	June 3
DELHI 8000	May 14	MOOLTAN 10000	June 12	June 18

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong or at the time of Booking.

FARES TO LONDON (Including Suez):
1st SALOON £71.10 SINGLE, £138.14 RETURN.
2nd " £48.8 " £72.12 "

In addition to the above Mail Steamers the following INTERMEDIATE (Non-Transshipment) STEAMERS

WILL LEAVE FOR

LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave HONGKONG	Due LONDON
• SYRIA ... 6600	January, about 26	March 12
• SUMATRA ... 4600	February, 9	March 26
• NYANZA ... 6700	February, 23	April 9
• SUNDA ... 4670	March, 23	May 7
• MALTA ... 6060	April, 20	June 4
• SARDINIA ... 6570	May, 4	June 18
• NORR ... 6700	May, 18	July 2

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES.

FARES TO LONDON (Including Suez):
1st SALOON £55.0 SINGLE, £82.10 RETURN.
2nd " £39.10 " £57.4 "

* Carry 1st and 2nd Saloon Passengers.

For Further Particulars, apply to—

E. A. HEWETT,
SUPERINTENDENT.

1076]

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.
(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with
THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY
AND
THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transhipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES:
TACOMA via SHANGHAI, MOJI, KOBÉ and YOKOHAMA	"TACOMA MARU" Capt. H. Yamamoto	6,178	FRIDAY, 17th Dec., at Noon.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
SHANGHAI via SWATOW, AMOY & POOCHOW	"BUJUN MARU" Capt. Y. FUSENO	THURSDAY, 25th Nov., at 8 A.M.
ANPING via SWATOW, & AMOY	"BOSHI MARU" Capt. K. SUGI	FRIDAY, 26th Nov., at Daylight.
TAMSIU via SWATOW, & AMOY	"DALJIN MARU" Capt. Y. KUBURAKI	SUNDAY, 28th Nov., at 10 A.M.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout. First Class Cuisine. The Newly Built Steamers: "CHOSHUN MARU" and "BUJUN MARU" have First Class Cabins AMIDSHIP.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA,
MANAGER.

871]

MITSU BISHI GOSHI KWAISHA.

(MITSU BISHI CO.)

COAL DEPARTMENT.

SOLE PROPRIETORS of TAKASIMA OCHI, MUTABE, HOJO, NAMAZUTA, SAYO, SHINNEI and KAMIYAMADA, Coal.

SOLE AGENTS for KISHIDAKE, MIYAO and KIGYO KOMATSU Coals.

HEAD OFFICE: MARUNOUCHI, TOKYO.

BRANCH OFFICES: NAGASAKI, MOJI, KATATSU, WAKAMATSU, KOBÉ, OSAKA, SHANGHAI, HONGKONG, HANKOW.
Cable addresses for above: "IWASAKI."
Codes, AI, ABC 5th Ed., Western Union

AGENTS:—
YOKOHAMA: M. ASADA, Esq.
CHINKIANG: Messrs. GRABING & Co.
MANILA: Messrs. MACONDRAY & Co.
For Particulars apply to
H. OISHI,
Manager.

No. 2, Pedder Street, Hongkong.
Hongkong, 9th January, 1909.

LABUAN COAL.

NOTICE—THIS COAL can only be obtained from THE LABUAN COAL-FIELDS Co., LD., who are prepared to Supply FRESH COAL straight from the Mine Steamers load at the Wharves. Quick despatch Telegrams: "Labor Labuan."
BRADLEY & Co., Agents.
Hongkong, 12th August, 1909.

ON SALE.

THE FIFTY YEARS

ANGLO-CHINESE CALENDAR

日曆英中年十五

FROM 1ST JANUARY, 1864 TO 31st DECEMBER, 1913, BEING FROM THE 1ST YEAR OF THE 70TH CYCLE TO THE 50TH YEAR OF THE 76TH CYCLE.

PRICE \$2 CASH.

On Sale at the "HONGKONG DAILY PRESS" Office, or Agents in all the Ports of the Far East.
The Book will be sent by Registered Post (free) to any part of the World unrepresented by Agents on receipt of Money Order.

POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

Mails from EUROPE via SIBERIA:-

Date of Despatch from London.	Date due in Hongkong.	Vessels.
5th & 8th inst.	To-morrow.	Assaye.

To-day, having been declared a Government Holiday, the Post Office will be open for one hour only, i.e. from 8 till 9 a.m. There will be a collection and a delivery of letters as on Sundays. The Money Order Office will be entirely closed. In the event of the arrival of the English Mail from Europe, the Post Office will be open for one hour for the delivery thereof.

CHRISTMAS MAILS TO LONDON.

The following are the approximate dates of arrival of letter mails at London:-

VIA SUEZ.		
November 27th 11 a.m.	per English Packet due London December 26th.	
VIA SIBERIA.		
November 27th 5 p.m.	due London December 20th.	
30th 11 a.m.	" " " 23rd.	
December 3rd 6 p.m.	" " " 27th.	

The *Himalaya*, with the English mail of the 29th October, left Singapore on Saturday, the 20th instant, at 4 p.m., and may be expected here today, at 3 p.m. This packet brings replies to letters despatched from Hongkong on the 28th Sept., and the parcel mails closed in London for despatch by the all-sea route on the 29th Oct., and for despatch overland on the 27th October.

FROM	PER	DATE
Holbow and Halphong	Triumph	Thursday, 25th, 8.30 A.M.
Bangkok	Triumph	Thursday, 25th, 9.00 A.M.
Bangkok	Rajah	Thursday, 25th, 9.00 A.M.
Bangkok, Amoy and Anping	Boku Maru	Thursday, 25th, 9.00 A.M.
Bangkok	Diwan	Thursday, 25th, 9.00 A.M.
Bangkok	Sui Tai	Thursday, 25th, 9.00 A.M.
Bangkok	Chinshua	Thursday, 25th, 9.00 A.M.
Bangkok, Amoy and Foochow	Chinshua	Friday, 26th, 9.00 A.M.
Bangkok and Shanghai	Kuonshang	Friday, 26th, 11.00 A.M.
Bangkok	Mansong	Friday, 26th, 11.00 A.M.
Manila, Thursday Island, Obock, Suez, Townsville, Brisbane, Sydney, Hobart, Newcastle, New Zealand, Melbourne, Adelaide, Port, Dundee and Liverpool	Nikk Maru	Friday, 26th, 11.00 A.M.
Manila	Sui Tai	Friday, 26th, 1.15 P.M.
Kobe and Yokohama	Loansang	Friday, 26th, 3.00 P.M.
Kobe and Yokohama	Sanku Maru	Friday, 26th, 5.00 P.M.
Kyushu, via India via Tatum		Friday, 26th, 5.00 P.M.
(Late Letters 11.00 to Noon. Extra Postage 10 cents)		
(Supplementary mail on board up to the time fixed for departure of the mail)		
(Extra Postage 10 cents)		
(Letters posted in all the Pillar States in time for the first clearance will be included in the contract mail)		
The Parcel mail will be closed to-morrow, at 5 p.m.		
Manila	Bubi	Saturday, 27th, 11.00 A.M.
Manila	Sui Tai	Saturday, 27th, 1.15 P.M.
Singapore, Penang and Calcutta	Aratoom Apoon	Saturday, 27th, 2.00 P.M.
Singapore and Shanghai	Pacific	Saturday, 27th, 5.00 P.M.
Shanghai	Chinshua	Saturday, 27th, 6.00 P.M.
SIBERIAN MAIL TO EUROPE:-		
Bangkok, Amoy and Foochow	Dorin Maru	Sunday, 28th, 9.00 A.M.
Shanghai, Yokohama, Kobe and Moji	Aratoom Apoon	Monday, 29th, 2.00 P.M.
Batavia, Cherbon, Samarang and Sourabaya	Tyjalap	Monday, 29th, 4.00 P.M.
Bangkok, Amoy and Foochow	Hatoo	Tuesday, 30th, 9.00 A.M.
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